

FR 11034, February 26, 1979); and (3) if promulgated, will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A copy of the draft regulatory evaluation prepared for this action is contained in the Rules Docket. A copy of it may be obtained by contacting the Rules Docket at the location provided under the caption ADDRESSES.

#### List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

#### The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

#### PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40113, 44701.

##### § 39.13 [Amended]

2. Section 39.13 is amended by adding the following new airworthiness directive:

**Boeing:** Docket 97–NM–45–AD.

**Applicability:** All Model 737–100, –200, –300, –400, and –500 series airplanes, certificated in any category.

**Note 1:** This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (c) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

**Compliance:** Required as indicated, unless accomplished previously.

To prevent sudden uncommanded yawing of the airplane due to potential failures within the yaw damper system, and consequent injury to passengers and crewmembers, accomplish the following:

(a) Remove the yaw damper coupler, replace the internal rate gyroscope with a new or overhauled unit, and perform a test to verify the integrity of the yaw damper coupler, all in accordance with a method approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate, at the applicable time

specified in paragraph (a)(1) or (a)(2) of this AD.

(1) For airplanes on which the yaw damper coupler has accumulated less than 12,000 hours time-in-service since its last maintenance activity as of the effective date of this AD: Perform the actions within 6,000 hours time-in-service after the effective date of this AD; and thereafter at intervals not to exceed 9,000 hours time-in-service.

(2) For airplanes on which the yaw damper coupler has accumulated 12,000 or more hours time-in-service since its last maintenance activity as of the effective date of this AD: Perform the actions within 3,000 hours time-in-service after the effective date of this AD; and thereafter at intervals not to exceed 9,000 hours time-in-service.

(b) If the yaw damper coupler fails the test required by paragraph (a) of this AD, prior to further flight, repair the coupler in accordance with a method approved by the Manager, Seattle ACO.

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate.

Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Seattle ACO.

**Note 2:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

(d) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Issued in Renton, Washington, on June 18, 1997.

**Darrell M. Pederson,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

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#### DEPARTMENT OF ENERGY

##### Federal Energy Regulatory Commission

##### 18 CFR Part 154

[Docket No. RM97–3–000]

##### Research, Development and Demonstration Funding; Notice of Extension of Comment Period

Issued June 19, 1997.

**AGENCY:** Federal Energy Regulatory Commission.

**ACTION:** Notice of proposed rulemaking; extension of comment period.

**SUMMARY:** On April 30, 1997, the Federal Energy Regulatory Commission

issued a Notice of Proposed Rulemaking (62 FR 24853, May 7, 1997) proposing to amend its research, development and demonstration regulations to propose a new funding mechanism for the Gas Research Institute. The date for filing further comments in this docket is being extended at the request of various interested entities.

**DATES:** Comments shall be filed on or before August 29, 1997.

**ADDRESSES:** Federal Energy Regulatory Commission, 888 First Street, NE., Washington, DC 20426.

**FOR FURTHER INFORMATION CONTACT:** Lois D. Cashell, Secretary, 202–208–0400.

**Lois D. Cashell,**

*Secretary.*

[FR Doc. 97–16588 Filed 6–24–97; 8:45 am]

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#### DEPARTMENT OF DEFENSE

##### Office of the Secretary

##### 32 CFR Part 311

##### Privacy Program

**AGENCY:** Office of the Secretary, DOD.

**ACTION:** Proposed rule.

**SUMMARY:** In accordance with the Privacy Act of 1974, the Office of the Secretary of Defense (OSD) proposed to exempt a new system of records, DFM&P 26, entitled Vietnamese Commandos Compensation Files, from certain provisions of 5 U.S.C. 552a. Exemption is needed to comply with the prohibition against disclosure of properly classified portions of this record system.

**DATES:** Comments must be received no later than August 25, 1997, to be considered by the agency.

**ADDRESSES:** Send comments to the OSD Privacy Act Officer, Washington Headquarter Services, Correspondence and Directives Division, Records Management Division, 1155 Defense Pentagon, Washington, DC 20301–1155.

**FOR FURTHER INFORMATION CONTACT:** Mr. David Bosworth at (703) 695–0970.

**SUPPLEMENTARY INFORMATION:** Executive Order 12866. It has been determined that this Privacy Act rule for the Department of Defense does not constitute 'significant regulatory action'. Analysis of the rule indicates that it does not have an annual effect on the economy of \$100 million or more; does not create a serious inconsistency or otherwise interfere with an action taken or planned by another agency; does not materially alter the budgetary impact of entitlements, grants, user fees, or loan